

## **AGENDA**

### **Plans and Programs Policy Committee**

**August 15, 2007, 2:00 p.m.**

*Please note TIME and LOCATION change:*

**SANBAG Offices  
1170 W. 3<sup>rd</sup> Street, LOBBY  
San Bernardino, CA 92410**

#### **Plans and Programs Committee Membership**

##### **Chair**

*Mark Nuaimi, Mayor  
City of Fontana*

##### **Vice Chair**

*Paul Eaton, Mayor  
City of Montclair*

##### **East Valley Representatives**

*Bea Cortes, Council Member  
City of Grand Terrace*

*Richard Riddell, Mayor  
City of Yucaipa*

*Larry McCallon, Council Member  
City of Highland*

##### **West Valley Representatives**

*Diane Williams, Mayor Pro Tem  
Rancho Cucamonga*

##### **Mountain/Desert Representatives**

*Kevin Cole, Mayor  
Twentynine Palms*

*Rick Roelle, Mayor  
Town of Apple Valley*

*Chad Mayes, Council Member  
Town of Yucca Valley*

**San Bernardino County**  
*Brad Mitzelfelt, Supervisor*

*Paul Biane, Supervisor*

*Dennis Hansberger, Supervisor*

*Josie Gonzalez, Supervisor*

*Gary Ovitt, Supervisor*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency

**Plans and Programs Policy Committee**

**August 15, 2007**

**2:00 p.m.**

**LOCATION:**

**San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino  
LOBBY**

*CALL TO ORDER - 2:00 p.m.*

*(Meeting chaired by Mayor Mark Nuaimi)*

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

***Notes/Action***

**1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of August 15, 2007 Pg. 5**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

**2. Plans and Programs Attendance Roster Pg. 6**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

## **Discussion Calendar**

### **Regional and Quality of Life Programs**

3. **Agreement with the Riverside County Transportation Commission (RCTC) for the implementation of Trip Reduction/Ridesharing services.** Pg. 8

Approve Contract No. 08-001 with RCTC from July 1, 2007 through June 30, 2008, not to exceed \$1,332,700, as outlined in the Financial Impact Section below. **Marla Modell**

**This item will be reviewed by the Plans and Programs Committee on August 15, 2007. SANBAG Counsel has approved the contract as to form.**

4. **Interagency Agreement for the provision of regional vanpool services.** Pg. 13

1. Authorize the Interim Executive Director to approve Interagency Agreement Number. C08-072 between SANBAG, the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Riverside Transportation Commission (RCTC) for the provision of Regional Vanpool Services;
2. Provide direction to staff as to options for future vanpool activities for San Bernardino County. **Michelle Kirkhoff**

**This item will be reviewed by the Plans and Programs Policy Committee on August 15, 2007. County Counsel has reviewed the agreement as to form.**

5. **Railroad Grade Separation Project Development Funding** Pg. 24

1. Approve the allocation of Measure I Valley Major Projects funds for railroad grade separation project development activities based on the funding amounts listed in Table 1 of this agenda item.
2. Authorize staff to develop agreements with the appropriate local jurisdictions for the recommended projects and funding amounts. **Steve Smith**

6. **The Draft Southern California Consensus Position on the Trade Corridor Improvement Fund (TCIF) in Relation to Freight and Freight-related Air Quality Funding Programs Pursuant to SB 9, SB19, and SB974 (all Lowenthal).** Pg. 32

Approve "Southern California Consensus Position on TCIF Allocation Process" (Attachment 1) **Ty Schuiling**

**Public Comments**

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

7. Additional Items from Committee Members
8. Brief Comments by General Public
9. Acronym List

Pg. 42

**ADJOURNMENT**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

**The next Plans and Programs Meeting  
is September 19, 2007.**

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 1

**Date:** August 15, 2007

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

**Financial Impact:** This item has no direct impact on the 2007/2008 Budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and policy committee members.

**Responsibility Staff:** Ty Schuiling, Director of Planning and Programming

*Approved*  
*Plans and Programs Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

# **AGENDA ITEM: 2**

## PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>EAST VALLEY</b>												
Richard Riddell	X	X	X	X	X	X	X	Cancelled	X	X	X	X
Bea Cortes								Cancelled	X		X	X
Larry McCallon				X	X		X	Cancelled	X	X		X
<b>WEST VALLEY</b>												
Paul Eaton Chair	X		X	X	X	X	X	Cancelled	X	X	X	X
Mark Ntutini	X		X					Cancelled	X	X	X	X
Diane Williams	X	X	X	X	X	X	X	Cancelled	X	X	X	X
<b>MT/DESERT</b>												
Kevin Cole	X	X	X	X	X		X	Cancelled	X	X	X	X
Paul Cook	X	X	X		X			Cancelled	X	X		
Jim Lindley	X	X	X	X	X	X	X	Cancelled		X	X	
<b>SAN BERNARDINO COUNTY</b>												
Gary Oviatt	X	X		X				Cancelled	X			
Josie Gonzales	X	X	X		X		X	Cancelled	X	X		X
Dennis Hansberger	X		X	X			X	Cancelled	X	X	X	X
Paul Blanc	X	X	X	X			X	Cancelled		X	X	
Bill Postmus		X	X	X				Cancelled	X	X		

X - indicates member attended the meeting.  
 Crossed out box indicates member was not on the committee as of that month.  
 Empty box indicates committee members did not attend the meeting in that month.



**AGENDA ITEM: 2**

**PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2007**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>EAST VALLEY</b>												
<b>Richard Riddell</b> City of Yucaipa	X			X	Cancelled	X	Cancelled					
<b>Bea Cortes</b> City of Grand Terrace	X	X	X	X	Cancelled		Cancelled					
<b>Larry McCallon</b> City of Highland	X	X	X	X	Cancelled		Cancelled					
<b>WEST VALLEY</b>												
<b>Paul Eaton Chair</b> City of Montclair		X	X	X	Cancelled	X	Cancelled					
<b>Mark Nuaimi</b> City of Fontana	X	X	X	X	Cancelled	X	Cancelled					
<b>Diane Williams</b> City of Rancho Cucamonga	X	X	X	X	Cancelled	X	Cancelled					
<b>MT/DESERT</b>												
<b>Kevin Cole</b> City of Twentynine Palms	X			X	Cancelled	X	Cancelled					
<b>Rick Roelle</b> Town of Apple Valley	X	X	X	X	Cancelled		Cancelled					
<b>Chad Mayes</b> Town of Yucca Valley		X	X	X	Cancelled		Cancelled					
<b>SAN BERNARDINO COUNTY</b>												
<b>Gary Ovitt</b> Board of Supervisors	X		X	X	Cancelled		Cancelled					
<b>Josie Gonzales</b> Board of Supervisors	X			X	Cancelled	X	Cancelled					
<b>Dennis Hansberger</b> Board of Supervisors	X			X	Cancelled	X	Cancelled					
<b>Paul Biane</b> Board of Supervisors	x		X	X	Cancelled	X	Cancelled					
<b>Brad Mitzelfelt</b> Board of Supervisors	x		X		Cancelled	X	Cancelled					

X = Member attended meeting.

\* = Alternate member attended meeting.

Empty box = Member did not attend meeting.

Crossed out box = Not a member at the time.

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1 of 1

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
- 

## *Minute Action*

AGENDA ITEM: 3

**Date:** August 15, 2007

**Subject:** Agreement with the Riverside County Transportation Commission (RCTC) for the implementation of Trip Reduction/Ridesharing services.

**Recommendation:**\* Approve Contract No. 08-001 with RCTC from July 1, 2007 through June 30, 2008, not to exceed \$1,332,700, as outlined in the Financial Impact Section below.

**Background:** SANBAG has been involved in the funding and implementation of ridesharing and trip reduction services since the agency's inception. Since Fiscal Year (FY) 2002/2003, SANBAG has implemented its rideshare programs through agreements with other county transportation commissions (CTCs). Over the past several years, SANBAG and the other local CTCs introduced several new rideshare products and services. Enhancements were made to the very popular website, CommuteSmart.info, which provides a variety of commuter information to on average 12,000 users per month. The regional Guaranteed Ride Home program was developed and implemented to assist ridesharing commuters with trips home in the case of an emergency. And all of the CTCs have promoted and enhanced their programs to provide alternatives to commuting as a result of rising gas prices. Since 1993, SANBAG has implemented its local programs in partnership with RCTC. Since RCTC has done an excellent job managing this

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*Approved*  
*San Bernardino Associated Governments*  
*Plans and Programs Committee*

*Date:*

*Moved:*      *Second:*

*In Favor:*      *Opposed:*      *Abstained:*

*Witnessed:* \_\_\_\_\_

program, it is recommended that a new contract be executed for FY 2007/2008 to continue these valuable services and programs. Attachment A outlines the FY 2007/2008 Scope of Work for the provision of these services. In summary, RCTC (through its contractor Inland Transportation Services, or ITS) will provide the following services for employers and commuters within the County:

1. Option Rideshare incentive program and Team Ride reward program;
2. Technical and programmatic assistance to county employers;
3. Maintenance of a regional commuter database;
4. Survey and rideguide dissemination, internet option will be available within the FY;
5. Teleservices function, responding to phone, FAX and internet inquiries from commuters and employers;
6. Outreach, marketing campaigns and promotional efforts;
7. Special projects and one time studies/surveys; and
8. Coordination and participation on local, regional and state committees.

The only anticipated rideshare element to be implemented in FY 2007/2008 and not executed through the RCTC contract, will be certain regional marketing activities. These activities will be implemented on behalf of the region by the Los Angeles Metropolitan Transportation Authority (Metro).

The county trip reduction/rideshare program is funded through federal Congestion Mitigation/Air Quality (CMAQ) funds, which were allocated by the SANBAG Board on October 5, 2005. The rideshare program funding has also been programmed in the Regional Transportation Improvement Program and is included in the Regional Transportation Plan. As a transportation control measure, ridesharing strategies are needed in order to assist the region in meeting its air quality and transportation conformity goals.

**Financial Impact:** The total contract amount is \$1,332,700 and is consistent with the FY 2007/2008 Budget. Funding sources are Measure I Valley Traffic Management and Environmental Enhancement Funds (\$152,861) and CMAQ (\$1,179,839).

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on August 15, 2007. SANBAG Counsel has approved the contract as to form.

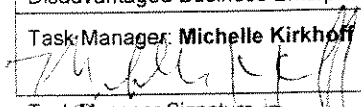

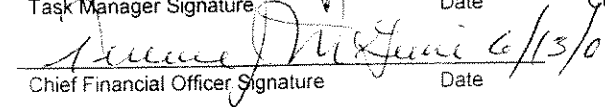
**Responsible Staff:** Marla Modell, Air Quality/Mobility Specialist  
Michelle Kirkhoff, Director of Air Quality/Mobility Programs

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Attachment: A08001.doc  
TN 40608000

by and between  
San Bernardino Associated Governments  
 and  
Riverside County Transportation Commission  
 for

**Implementation of FY 2007/08 Trip Reduction/Rideshare Program**

**FOR ACCOUNTING PURPOSES ONLY**

X Payable <input type="checkbox"/> Receivable	Vendor ID: <u>RCTC</u>	Retention: <input type="checkbox"/> Yes <input type="checkbox"/> No	X Original <input type="checkbox"/> Amendment
Notes:			
Original Contract: \$ <u>1,332,700</u>		Previous Amendments Total: \$ _____	
Contingency Amount: \$ _____		Current Amendment: \$ _____	
Contingency Amount requires specific authorization by Task Manager prior to release.			
<b>Contract TOTAL →</b>			<b>\$ <u>1,332,700</u></b>
Please include funding allocation for the original contract or the amendment ↴			
<b>Task</b>	<b>Cost Code</b>	<b>Funding Sources</b>	<b>Amounts</b>
1406C8001	6504	1 CMAQ	\$ 416,622
2 406C8001	6504	2 Measure I-TMEE	\$ 53,978
3 406C8001	6506	3 CMAQ	\$ 377,669
4 406C8001	6506	4 Measure I-TMEE	\$ 48,931
5 406C8001	6508	5 CMAQ	\$ 60,643
6 406C8001	6508	6 Measure I-TMEE	\$ 7,857
7 406C8001	6510	7 CMAQ	\$ 76,401
8 406C8001	6510	8 Measure I-TMEE	\$ 9,899
9 406C8001	6512	9 CMAQ	\$ 59,669
10 406C8001	6512	10 Measure I-TMEE	\$ 7,731
11 406C8001	6514	11 CMAQ	\$ 138,549
12 406C8001	6514	12 Measure I-TMEE	\$ 17,951
13 406C8001	6516	13 CMAQ	\$ 50,285
14 406C8001	6516	14 Measure I-TMEE	\$ 6,515
Original Board Approved Contract Date: <u>7/11/07</u> Contract Start: <u>07/01/07</u> Contract End: <u>6/30/08</u>			
New Amend. Approval (Board) Date: _____    Amend. Start: _____    Amend. End: _____			
<b>If this is a multi-year contract/amendment, please allocate costs among fiscal years:</b>			
Fiscal Year: <u>07/08</u> \$ <u>1,332,700</u>	Fiscal Year: _____ \$ _____	Fiscal Year: _____ \$ _____	
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No			
<b>CONTRACT MANAGEMENT</b>			
Please mark an "X" next to all that apply:			
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local			
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %			
Task Manager: <u>Michelle Kirkhoff</u>		Contract Manager: <u>Maria Modell</u>	
 6/13/07		 6/14/07	
Task Manager Signature _____ Date _____		Contract Manager Signature _____ Date _____	
 6/13/07			
Chief Financial Officer Signature _____ Date _____			

**Scope of Work**  
**San Bernardino Employer and Commuter Assistance Programs**  
**Fiscal Year 2007-08**

**Inland Empire Rideshare Services**

Provide a variety of services to employers and commuters, who participate in trip reduction activities. Activities shall include, but not be limited to: employer technical assistance, promotions, production, coordination/dissemination of surveys and resulting instruments, Rideshare Connection broadcast facsimiles, CommuteSmart News, networking meetings and coordination with other rideshare agencies and service providers. Assist multi-site and multi-jurisdictional headquarters employers within the County as well as related worksites outside of the County. Oversee and maintain a regional website (CommuteSmart.info) and other regional products/outreach as assigned. Respond to inquiries generated from 1-800-COMMUTE, 1-866-RIDESHARE, CommuteSmart.info, as well as direct referrals. Oversee and maintain a regional database of commuters, working with the five county transportation commissions (CTCs) throughout the region. Market the regional Guaranteed Ride Home Program to employers in San Bernardino County. Assist in the County's leased Park'N'Ride lot program. Plan and conduct an annual luncheon honoring employers and their representatives. Conduct special projects and studies, as assigned.

**Related Expenses:**

Includes labor, office expenses, marketing, office equipment, telephone and other direct expenses.

**Goals:**

1. Implementation of commuter assistance programs to approximately 370 regulated and non-regulated employer worksites in San Bernardino County, to assist in the development and implementation of trip reduction programs and for technical assistance.
2. Work with 80 employers on AVR/Transportation surveys and AVR calculations.
3. Maintain an accurate database of 52,000 active San Bernardino County commuter registrants, resulting from completed commuter surveys at 80 San Bernardino County employers.
4. Disseminate 8,500 RideGuides to San Bernardino County commuters at 370 worksites.
5. Provide assistance to two multisite/multijurisdictional headquarters located in San Bernardino County representing 10 worksites in San Bernardino, Riverside, as well as Los Angeles and Orange counties.
6. Develop and implement three employer transportation network meetings, one promotional marketing campaign at San Bernardino employer worksites, a luncheon to recognize employer and their representatives, as well as and other events.
7. Produce and disseminate other regional marketing materials, as stand alone campaigns within the Inland Empire or regional campaigns in coordination with the five CTCs.
8. Broadcast 14 Rideshare Connection facsimiles to San Bernardino County employers.
9. For the two-county area, respond to 2,800 inquires/calls from commuters who work or reside in San Bernardino or Riverside counties, via 1-866-RIDESHARE, 1-800-COMMUTE, CommuteSmart.info, direct referrals and other internet sources. Of these 2,800 inquiries,

800 RideGuides will be generated. In addition, 300 persons will register in the database via the [www.CommuteSmart.info](http://www.CommuteSmart.info) website.

10. Conduct and complete special projects as they may arise throughout the year, such as update/revise survey tools and instruments to measure all programs' effectiveness.

### **Rideshare Incentive Programs**

Offers San Bernardino County residents who commute to work, up to \$2 a day (in local merchant gift cards) for each day they participate in a rideshare mode, during a three-month period. Provide a reward program (Team Ride/Rideshare Plus) which provides ongoing rideshares who reside in San Bernardino County a club card providing membership to over 400 restaurants, as well as entertainment venues throughout the southland.

#### **Related Expenses:**

Includes labor, office expenses, marketing, office equipment, telephone, direct commuter incentives (gift cards/vouchers/ subsidies) and other direct expenses.

#### **Goals:**

1. The Option Rideshare program will enlist 2,550 County residents, who commute to work to 140 employers in Southern California. These participants on average have a one-way commute distance of 23.79 miles and the goal is to reduce 2,350 vehicles from the roadways.
2. Team Ride registrants will consist of 5,000 members by the end of December 2007, when the program is at its highest membership. Members will work at employment sites from 375 employers throughout Southern California. New members brought into the program will total 3,200.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

***Minute Action***

AGENDA ITEM: 4

**Date:** August 15, 2007

**Subject:** Interagency Agreement for the Provision of Regional Vanpool Services

- Recommendation:\***
1. Authorize the Interim Executive Director to approve Interagency Agreement Number. C08-072 between SANBAG, the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), and Riverside Transportation Commission (RCTC) for the provision of Regional Vanpool Services;
  2. Provide direction to staff as to options for future vanpool activities for San Bernardino County.

**Background:** SANBAG is responsible for efforts throughout San Bernardino County to encourage commuters to carpool, vanpool, use public transit, cycle, or walk to work. Vanpools consist of larger/commuter-type vehicles, which most often carry five to twelve passengers. The commuters within the vanpool all have similar home locations and similar work destinations. Vanpools are an extremely valuable alternative mode of transportation, as they are considered an additional transit mode and allow commuters to experience travel time savings by taking advantage of high occupancy vehicle lanes. Although vanpool routes are fixed and most often require someone in the vanpool group to enter into a lease arrangement with a vanpool provider, once implemented, vanpools have proven to be a very stable and long lasting form of alternative transportation. Vanpool trips tend to travel long distances (40 miles or more one-way) and may traverse county lines, therefore, providing a valuable way to help fulfill air quality and congestion

*Approved  
Plans and Programs Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

mitigation measures. Nationwide, vanpool programs produced the most significant growth of any transit mode in the last decade. Between 1996 and 2005, the number of vanpools nationwide grew by 286% and the number of agencies reporting vanpool miles grew by 89% (according to the Federal Transit Administration, or FTA).

#### **Current Inland Empire Vanpool Program and Impacts**

SANBAG currently has a structured incentive program that encourages commuters to join or start up a new vanpool. The incentive is a one-time, nine month declining subsidy that offsets the startup costs of a vanpool. This one-time subsidy is funded through SANBAG's county wide rideshare program utilizing Congestion Mitigation/Air Quality (CMAQ) funding and Measure I Transportation Enhancement and Environmental Funding (TMEE), and is implemented in partnership through a contract with the Riverside County Transportation Commission (RCTC). RCTC also has a one-time vanpool subsidy, structured in the same manner.

Because most vanpools are arranged through private leasing providers (Enterprise, VPSI, Midway Rideshare, to name a few) and because of the competitive nature of this business, the actual number of vanpools operated in or through San Bernardino County, is unknown. Below is a summary of the vanpools that are tracked through the regional rideshare database, which may account for ½ to 2/3rds of all known vanpools. This chart demonstrates that vanpools originating in San Bernardino county account for 17% of all documented vanpools, and those vanpools that terminate in our county account for 4% of the total vanpools.

County of Origin	Destination County					Total
	SB	Riv	LA	Orange	Other	
San Bernardino	35	1	124	12	0	172
Riverside	4	3	84	28	0	119
Los Angeles	5	0	471	12	58	546
Orange	2	0	104	19	0	125
Other	0	0	67	0	7	74
<b>Total</b>	<b>46</b>	<b>4</b>	<b>850</b>	<b>71</b>	<b>65</b>	<b>1,036</b>

#### **New Approach - Ongoing Vanpool Subsidy Program**

If a vanpool is subsidized, on an ongoing basis, through a transit agency or CTC and meets specific requirements, then the vanpool may be considered a transit mode and may be eligible for funding under the FTA Urbanized Area Formula



Grants (Section 5307). Vanpool vehicle revenue and passenger miles data is reportable data in the National Transit Database (NTD). The NTD data is also provided to the Southern California Association of Governments (SCAG) that serves as the area's Metropolitan Planning Organization (MPO) and the Designated Recipient for FTA Section 5307 funds apportioned to the Los Angeles/Long Beach/Santa Ana and Riverside/San Bernardino Urbanized Areas (UZAs) and determines the distribution of funds to transit agencies in the UZAs.

Currently the San Diego Association of Governments (SANDAG) has an ongoing vanpool subsidy and reports vanpool NTD data to FTA. In return, their area receives a higher proportion of FTA transit funding (they state that for every \$1 invested directly into a vanpool, they receive \$2 more in FTA funding back to the region). As the MPO, CTC and transit agency provider for the San Diego region, it is easy for them to utilize appropriate funding sources for the vanpool subsidies and then they are able to utilize the FTA funding within their agency. Metro and OCTA have recently implemented a similar permanent vanpool program. They offer \$400 per month to vanpools that terminate in their county.

There are also many other requirements that must be met in order for a vanpool to take advantage of the monthly subsidy: minimum occupancy standards, eligibility requirements and monthly reporting requirements. To ensure that all FTA Section 5307 funds apportioned to a UZA based on data reported for vanpools that are subsidized by Metro and OCTA are appropriately credited back to the region and ultimately to the provider of that subsidy, a cooperative agreement among the impacted Southern California CTCs is required. Please refer to the attached agreement, which has been reviewed by all CTC staff and their legal counsels. The agreement provides a set of guiding principles that is necessary to identify how the vanpool-related FTA Section 5307 funds will be distributed. Note that this agreement does not contain any specific funding or dollar amounts.

Upon agreement approval, Metro and OCTA, on an annual basis, would report their respective vanpool data to the FTA, through the NTD reports. In approximately two years from now, the annual apportionments to each of the UZAs that have an increase in transit activity (as a result of this program) would in theory, receive more FTA funding. SANBAG, as the CTC, would then determine the amount to apportion back to Metro and OCTA, their fair share of the FTA funding, based on the NTD data submitted to FTA. In the end, other San Bernardino county transit operators should have no FTA funding increase or decrease as a result of this new program. Both Metro and OCTA also anticipate that when FTA funding is returned to their agency they will receive two times the amount of funding that was initially invested. Since they are also transit operators,

they can utilize the FTA funding for other eligible transit expenditures. Metro is utilizing their Proposition A and C, state transportation and federal Job Access/Reverse Commute (or JARC, which is under FTA Section 5316) funding as the source of their vanpool subsidy. OCTA is using a combination of CMAQ and bus operating revenue to begin their vanpool subsidy program.

The San Diego vanpool program has been a huge success. The program began in 1998 with 140 vanpools carrying 1,400 passengers. At the end of FY 0607, SANDAG had 543 vanpools carrying 4,500 passengers, and are seeing an 11% growth in the program each year. OCTA's program began on July 1, 2007, and their FY 2007/2008 goal is to fund 330 vanpools and anticipate a growth rate of 10% each FY. Their priority is to fund first participants that originate and terminate in Orange County, and then once those vans are funded, fund the out-of-county origin vanpools by the greatest commute miles (distance traveled multiplied by the number of participants). Metro's program began last April, and with a goal to fund 600 vanpools in the first full year, within four months they will have signed up 430 vanpools! Metro has no priorities for vanpool sign up, like OCTA; however, should the program be oversubscribed then they may change their program priorities. Both OCTA and Metro anticipate that many of the vanpools formed will be from San Bernardino and Riverside counties; therefore, even our residents benefit from programs funded by the other counties. Both Metro and OCTA implement their programs by providing the subsidy directly to qualified vanpool providers. The vanpool providers, in turn, provide the vans, maintenance, insurance, customer billing and collections, customer service reporting and administrative services. Vanpool participants pay a monthly fee to the selected vanpool provider, minus the monthly subsidy.

SANDAG, OCTA and Metro are able to operate a program of this magnitude and complexity, for several reasons:

1. Based on these agencies' size and expertise, they are able to implement these programs utilizing in house staff and resources.
2. Each of these agencies, already are FTA recipients.
3. Providing vanpool data, in addition to the various transit data they already are providing to FTA, is of no burden or consequence to these agencies.
4. These agencies have sufficient/existing funding to start up these programs, before any federal funding payback occurs.
5. Any federal funding that is returned to these agencies, as a result of the vanpool programs, can easily be utilized on many of their transit systems.

**SANBAG Implementation**

SANBAG implementing such a program requires the resolution of several issues, including, but not limited to:

- Limited staffing resources and expertise;
- SANBAG is not an FTA recipient;
- Limited funding resources for program start up – in the short term, MDAB CMAQ could be used for vanpools originating in the Desert area and Measure I TMEE in the Valley. In addition, vanpool sponsors could apply for FTA JARC funding as well (requires a 1:1 match). Local Transportation Funding (LTF) would also be an excellent revenue source; however, current State Statute prohibits counties from using LTF for ongoing vanpool subsidy (except for San Diego county, where they changed the statute so that they could provide ongoing vanpool funding);
- Should FTA funds be returned, utilizing FTA funding on existing SANBAG programs is limited and with restrictions; and
- Should SANBAG or other counties join Metro and OCTA with ongoing vanpool subsidies, then the agencies may want to reconsider how the vanpools are subsidized and take credit for miles traveled within each county (opposed to the vanpool's destination).

These are just a few of the issues as to why a program of this nature is not being brought forth for consideration at this time and warrants further investigation.

**Summary**

Staff requests approval of the attached Interagency Agreement for the implementation of regional vanpool services. Staff also seeks Board direction as to whether or not SANBAG should pursue implementing a similar program for vanpools San Bernardino County. Should this course be pursued, additional resources and expertise will be needed to solidify options for implementation.

***Financial Impact:*** The execution of the MOU has no impact to current or future Budgets. Funding for the current one-time vanpool subsidy program, is funded through the annual contract with RCTC, task number 40608000, funding source CMAQ and TMEE.

***Reviewed By:*** This item will be reviewed by the Plans and Programs Policy Committee on August 15, 2007. County Counsel has reviewed the agreement as to form.

***Responsible Staff:*** Beth Kranda, Transit Analyst  
Mike Bair, Director of Transit and Rail Programs  
Michelle Kirkhoff, Director of Air Quality/Mobility Programs

**SANBAG Contract No. C08072**

by and between

San Bernardino Associated Governments

and

Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority and Riverside County Transportation Commission

for

The Provision of Regional Vanpool Services

<b>FOR ACCOUNTING PURPOSES ONLY</b>				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes: Budget Amounts include Consultant Fee plus estimated Insurance Premiums.				
Original Contract:        \$ <u>0</u>	Previous Amendments Total:                                \$ _____ Previous Amendments Contingency Total:                \$ _____ Current Amendment:    \$ _____ Current Amendment Contingency:                                \$ _____			
Contingency Amount:        \$ _____				
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ <u>0</u></b>
↓ Please include funding allocation for the original contract or the amendment.				
<b>Task</b>	<b>Cost Code</b>	<b>Funding Sources</b>	<b>Grant ID</b>	<b>Amounts</b>
40608000	N/A	N/A	N/A	\$ <u>0</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>09/12/07</u> Contract Start: <u>09/12/07</u> Contract End: <u>No End</u>				
New Amend. Approval (Board) Date: _____    Amend. Start: _____    Amend. End: _____				
<b>If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:</b>				
<b>Approved Budget Authority →</b>	Fiscal Year: <u>07/08</u> \$ <u>0</u>	<b>Future Fiscal Year(s) – Unbudgeted Obligation →</b>	\$ <u>0</u>	
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? <u>40608000</u>				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
<b>CONTRACT MANAGEMENT</b>				
<b>Please mark an "X" next to all that apply:</b>				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local    Partly Local <input type="checkbox"/>				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <b>Michelle Kirkhoff</b>			Contract Manager: <b>Marla Modell</b>	
 Task Manager Signature			 Contract Manager Signature	
 Chief Financial Officer Signature			Date <u>8/2/07</u> Date	

Filename: C08072.doc

Form 28 06/06

## **SANBAG C08072**

# **INTERAGENCY AGREEMENT FOR THE PROVISION OF REGIONAL VANPOOL SERVICES**

### **INTRODUCTION**

This Interagency Agreement for the Provision of Regional Vanpool Services (the "AGREEMENT") is made and entered into by and among the following public agencies that are parties to this AGREEMENT. :

- (a) ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)
- (b) LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro)
- (c) RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)
- (d) SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

**These parties are collectively referred to as the county transportation commissions ("CTCs").**

### **RECITALS**

WHEREAS, the CTCs are responsible for the provision of publicly supported transportation services within their respective planning boundaries; and

WHEREAS, the CTCs and other public transit operators ("Subsidizing Agency") within the CTCs' planning boundaries may wish to subsidize public vanpool services, and these services may operate beyond the boundaries of the Subsidizing Agency's' respective Urbanized Reporting Areas (UZAs); and

WHEREAS, the Federal Transit Administration (FTA) apportions 5307 Program Funds based on population and the information reported to the National Transit Database (NTD); and

WHEREAS, the parties to this AGREEMENT wish to return Section 5307 Program Funds generated by Subsidizing Agency vanpools serving the public and that operate across county boundaries and UZAs to the Subsidizing Agencies;

NOW THEREFORE, the parties to this AGREEMENT agree to the following:

### **1.0 PURPOSE**

It is the purpose of this AGREEMENT is to establish that each CTC will cooperate in the operation of vanpool programs through the annual distribution of Section 5307 Program Funds generated as a result of such operation.

## **2.0 PRINCIPLES**

- A. Each CTC agrees that all Section 5307 Program Funds attributable to the vanpool services subsidized and reported by the Subsidizing Agency will be returned to the Subsidizing Agency regardless of where the service operates.
- B. Each Subsidizing Agency shall provide all administration of National Transit Database (NTD) reporting associated with the vanpools it subsidizes in accordance with NTD requirements.
- C. Each Subsidizing Agency shall remain responsible to initiate, coordinate and manage the funding process as described in Attachment 1 with the CTCs.
- D. Term of Agreement: This Agreement shall be effective upon execution by all parties of this agreement, and will continue in full force unless terminated in accordance with Section 4.

## **3.0 METHOD FOR DETERMINING ALLOCATION OF SECTION 5307 PROGRAM FUNDS**

- A. Each Subsidizing Agency shall compile and report to the NTD all vanpool-mode information in accordance with FTA guidelines.
- B. Each Subsidizing Agency shall write a Grant Request for Section 5307 funds in each UZA where vanpool miles related to their Vanpool Program operate except when the UZA population, according to the last census, was under 200,000. The Grant Request will reflect only funds attributable to the NTD data reported by a Subsidizing Agency and used by FTA for determining Section 5307 apportionment amounts.
- C. CTCs will concur with the Grant Request and authorize the transfer of funds utilizing the process described in Attachment 1 to this MOU.

## **4.0 MISCELLANEOUS**

- A. This AGREEMENT shall be governed by California Law. If any provision of this AGREEMENT is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.
- B. This AGREEMENT constitutes the entire understanding between parties, with respect to subject matter herein. This AGREEMENT shall not be amended, nor any provision or breach and hereof waived except in writing signed by the parties.
- C. Any other agreement between the parties, or any of them, and any Subsidizing Agency related to the provision or allocation of Section 5307 Program Funds for the vanpool program hereby incorporates all of the provisions contained in this AGREEMENT and is subject to all of the terms and conditions thereof.
- D. This AGREEMENT may be executed in counterparts, each of which shall be an original, but all of which shall constitute one instrument.

- E. Any party may withdraw from this AGREEMENT upon thirty (30) days written notice to each party. The effective date of withdrawal will be the beginning of the following NTD reporting year so not to affect the inter-county allocation for the year of withdrawal.
- F. The CTCs agree to share summary data used to develop and operate their respective subsidized vanpool programs, but such data sharing must be done in a manner not to violate confidentiality of vanpool participants.
- G. If any CTC withdraws from this AGREEMENT, the Subsidizing Agency(ies) in the other counties will be able to continue receiving Section 5307 funds attributable to vanpool miles driven in its own county and any county that continues to be a party to this Agreement.

**LOS ANGELES COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Roger Snoble Date  
Chief Executive Officer

APPROVED AS TO FORM FOR METRO:

By: \_\_\_\_\_  
Deputy Date

**ORANGE COUNTY TRANSPORTATION  
AUTHORITY**

By: \_\_\_\_\_  
Arthur T. Leahy Date  
Chief Executive Officer

APPROVED AS TO FORM FOR OCTA:

By: \_\_\_\_\_  
Kennard R. Smart, Jr. Date  
General Counsel

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

By: \_\_\_\_\_  
Eric Haley Date  
Chief Executive Officer

APPROVED AS TO FORM FOR RCTC:

By: \_\_\_\_\_  
Steve C. DeBaun Date  
Best, Best & Krieger, L.L.P.  
Legal Counsel

**SAN BERNARDINO ASSOCIATED  
GOVERNMENTS**

By: \_\_\_\_\_  
Deborah Robinson Barmack Date  
Interim Executive Director

APPROVED AS TO FORM FOR SANBAG:

By: \_\_\_\_\_  
Jean-Rene Basle Date  
SANBAG Counsel



## **ATTACHMENT 1**

### **Addendum to Interagency Vanpool Agreement**

#### **Distribution of the Federal Apportionment based On the Section 5335 NTD Data for the Vanpool Mode**

Upon the publishing of the annual appropriation of FTA Section 5307 formula funds in the Federal Register the following steps shall be undertaken:

1. The entity responsible for determining the distribution of FTA Section 5307 formula funds within any given UZA ("responsible entity") shall obtain from each entity reporting NTD data within that UZA ("subsidizing agency") a distribution of vehicle revenue miles, passenger miles and operating expense within the UZA.
2. The distribution of the FTA Section 5307 formula funds will be limited to the bus revenue miles and bus incentive unit values as published in the applicable Federal Register applied to the vanpool mode data reported at the UZA level.
3. The responsible entity shall provide each subsidizing agency the opportunity to confirm the UZA-level amount of bus revenue mile and bus incentive funds the subsidizing agency is eligible to receive for its vanpool program. The subsidizing agency shall confirm the amount within one week (5 working days). If the subsidizing agency fails to respond within the one-week, the calculated amounts provided by the responsible entity will become the final amounts distributed to the subsidizing agency.
4. Each subsidizing agency shall provide the amount of grant funds it is eligible to receive for its vanpool program within the UZA to the responsible entity.
5. Each subsidizing agency shall provide the responsible entity a copy of their annual Program of Projects and approved FTA Section 5307 grant application so that the responsible entity may track the obligation of eligible funds against the amounts being made available. The subsidizing agency shall notify the responsible entity if there is any remaining balance of the vanpool program allocation upon grant closeout.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 5

**Date:** August 15, 2007

**Subject:** Railroad Grade Separation Project Development Funding

**Recommendation:\***

1. Approve the allocation of Measure I Valley Major Projects funds for railroad grade separation project development activities based on the funding amounts listed in Table 1 of this agenda item.
2. Authorize staff to develop agreements with the appropriate local jurisdictions for the recommended projects and funding amounts.

**Background:** On April 4, 2007, the SANBAG Board approved a loan of Measure I Valley Major Projects funds to fund project development for up to five railroad grade separation projects to be repaid from Measure I 2010-2040 Valley Major Street Projects funds. Up to \$15 million in Measure I funds was made available for the project development activities. Approval of project development funding enables the development of shelf-ready grade separation projects to take advantage of the funding that is expected to become available from the Trade Corridor Improvement Fund (TCIF) and the Highway-Railroad Crossing Safety Account of Proposition 1B. Subsequent to the April 4 meeting, SANBAG solicited candidate grade separation projects through a project nomination request to local jurisdictions in the Valley. On May 2, 2007, the Board approved a methodology for the identification and evaluation of grade separation projects. Since then, staff has worked with local jurisdictions to evaluate the projects based on the point-based criteria provided in an information item at the July 11 Board meeting. A list of the point-based criteria used to analyze the candidate grade separation projects is included as Attachment 1 to this item.

\*

*Approved*  
*Plans and Programs Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

The Valley grade separation projects, listed by city in alphabetical order, include:

- City of Colton
  - Valley Blvd. at the BNSF/UP San Bernardino Line (fair share = 19.6%)
- City of Grand Terrace
  - Main St. at the BNSF/UP San Bernardino Line (fair share = 18.0%)
- City of Ontario
  - S. Milliken Ave. at the UP Los Angeles Line (fair share = 20.0%)
  - Vineyard Ave. at the UP Alhambra Line (fair share = 20%)
  - S. Archibald Ave at the UP Los Angeles Line (fair share = 20%)
- City of Rialto
  - Riverside Ave. at the Metrolink Line (not in Nexus Study, but fair share estimated at 18%)
- City of San Bernardino and County of San Bernardino
  - Palm Ave. at BNSF/UP Cajon Line (fair share = 14.6%)
- County of San Bernardino
  - Glen Helen Pkwy. At BNSF/UP Cajon Line (fair share = 14.8%)

The development mitigation fair share amounts from the SANBAG Nexus Study are listed in parentheses. Jurisdictions would not be reimbursed for the fair share portion of project development expenses, consistent with the requirements of the Congestion Management Program. It is understood that the Riverside Ave. grade separation is not an appropriate candidate for TCIF funding, given the limited amount of freight traffic on the Metrolink line. It was agreed to evaluate the City of Rialto's submittal of the Riverside Ave. crossing of the Metrolink line even though the thrust of the April 4 and May 2 agenda items focused on the projects in the Alameda Corridor East (ACE) plan. However, in keeping with the intent of the use of the Valley Measure I funds for ACE-related projects, it is recommended that the Riverside Ave. project not be eligible for those funds. A separate project development or funding program could be considered for non-freight crossings, given the potential eligibility of the Riverside Ave. project for funds from the Highway-Railroad Crossing Safety Account of Proposition 1B. The point score for the Riverside Ave. crossing is still included in this agenda item for purposes of documenting the process undertaken. It is expected that the Riverside Ave. project would score at or near the top of the list of potential grade separation projects on the San Bernardino Metrolink line, given the extended gate down time and high traffic volumes at that crossing.

Three meetings were held with a technical working group, comprised of staff from the local jurisdictions submitting the candidate projects. The meetings were held on July 11, July 25, and August 2, 2007 for the purpose of collecting the data required for project evaluation and reviewing the results of the evaluation. The

point scores (out of 100 possible points) and ranking resulting from the evaluation are:

1. Glen Helen at BNSF/UP Cajon Line—68.4 points
2. South Milliken at UP Los Angeles Line—56.6 points
3. Valley at BNSF/UP San Bernardino Line—56.3 points
4. Palm at BNSF/UP Cajon Line—43.5 points
5. Vineyard at UP Los Angeles Line—40.4 points
6. Main St. at the BNSF/UP San Bernardino Line – 38.0 points
7. S. Archibald Ave. at the UP Los Angeles Line – 37.5 points
8. Riverside Ave. at the Metrolink San Bernardino Line – 30.6 points

The actual point scores for each individual criterion and the overall score and ranking are provided in Attachment 2. Based on input received from the technical working group, two options are available for proceeding with the allocation of project development funding. Option 1 would provide funding for project development activities through PS&E (plans, specifications, and estimates) to the top five scoring grade separation projects listed above, with no additional funding allocations to other projects. The assumption is that all five top-ranking grade separation projects will face minimal design, right-of-way, and environmental issues and could be ready to begin construction by the June 2013 deadline included in SB 9 as amended.

Option 2 would provide funding for PA&ED (project approval and environmental documentation) to all seven candidate Valley grade separation projects (i.e. excluding Riverside Ave.) and for PS&E to the top five projects identified through the evaluation process. If one or more of the top five projects proves to be undeliverable by June 2013, the Board would have the option of re-allocating PS&E funds to the next highest ranking project. The advantage to Option 2 is the expansion of the number of grade separations to be funded through PA&ED, recognizing that any of the candidate projects could be confronted with obstacles to project delivery. Initiating progress on additional projects maximizes the number of projects that could be shelf-ready by the currently proposed June 2013 deadline for TCIF candidates. It should be noted that two projects in the High Desert were also considered in this evaluation: Lenwood Road at the BNSF Cajon Line and Vista Road at the BNSF/UP Cajon Line. These projects will receive separate review at a future Mountain/Desert Committee meeting.

Subsequent to the August 2 technical working group meeting, SANBAG staff has prepared a financial plan for proceeding with railroad grade separation project development that fulfills the Board's objectives of funding up to five projects through PS&E while also funding two additional projects through PA&ED. The

financial plan is shown in Table 1 and includes the development mitigation fair share amounts. SANBAG's total contribution to grade separation project development funding would be \$12,210,000, leaving an unexpended balance of \$2,790,000 of Measure I Valley Major Projects funds as a reserve for allocation to additional projects should no complications in project development arise for any of the top five grade separation projects. The financial plan assumes that the Main Street and South Archibald Ave. projects would be funded for PA&ED only. The technical working group supports the inclusion of the additional crossings for PA&ED funding.

It should be noted that the funding plan assumes a 50% contribution for PA&ED from Riverside County for the Main Street grade separation. Proceeding with project development on Main Street should also be conditioned on a strong indication from Riverside County that the Pigeon Pass corridor (part of the Bi-County corridor development effort) will use Main Street as its future route. Further discussion with Riverside County will be needed to gauge the extent to which Main Street is likely to be part of this future corridor.

It is recommended that allocations of Valley Measure I Major Projects funds be made to the railroad grade separation projects as listed in Table 1. It is further recommended that the Board authorize staff to develop agreements with the appropriate local jurisdictions for the recommended projects. A decision on the use of the \$2.79 million reserve can be made as updated PA&ED and PS&E costs become available and as the projects ranked lower than the top five proceed through PA&ED. It is proposed that the Board retain the option to assign additional PS&E dollars (up to the \$15 million allowance) to one of the projects lower in rank, if it will result in more projects being shelf-ready for TCIF, or to apply the funds to actual PA&ED and/or PS&E costs that are in excess of those assumed in Table 1. However, reimbursement may not exceed the \$15 million originally approved by the Board, and any increases in the project allocations beyond those in Table 1 will need to be approved by the Board.

The recommendation is to provide the funding on a cost reimbursement basis. Jurisdictions would be reimbursed for actual costs minus the development mitigation fair share contribution, applied as a percentage of each invoice. The agreement between SANBAG and each participating local jurisdiction will establish funding commitments, project performance and oversight responsibilities.

**Table 1. Financial Plan for Funding of Railroad Grade Separation Projects  
(Dollars in \$1,000s)**

Grade Crossing	Total Points	Rank (Valley Projects Only)	Fair Share %	PA & ED			PS&E			PA & ED Plus PS&E		
				Total	Local	Meas-ure	Total	Local	Meas-ure	Total	Local	Meas-ure
Glen Helen Pkwy.	68.4	1	14.8%	\$750	\$111	\$639	\$2,000	\$296	\$1,704	\$2,750	\$407	\$2,343
S. Milliken Ave.	56.6	2	20.0%	\$750	\$150	\$600	\$2,000	\$400	\$1,600	\$2,750	\$550	\$2,200
Valley Blvd.	56.3	3	19.6%	\$750	\$147	\$603	\$2,000	\$392	\$1,608	\$2,750	\$539	\$2,211
Palm Ave.	43.5	4	14.6%	\$750	\$110	\$641	\$2,000	\$292	\$1,708	\$2,750	\$402	\$2,349
Vineyard Ave.	40.4	5	20.0%	\$750	\$150	\$600	\$2,000	\$400	\$1,600	\$2,750	\$550	\$2,200
Main St.	38.0	6	18.0%	\$375	\$68	\$308	\$0	\$0	\$0	\$375	\$68	\$308
S. Archibald Ave.	37.5	7	20.0%	\$750	\$150	\$600	\$0	\$0	\$0	\$750	\$150	\$600
Total				\$4,875	\$885	\$3,990	\$10,000	\$1,780	\$8,220	\$14,875	\$2,665	\$12,210

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Agreements would be prepared for consideration at the September 13 meeting of the Major Projects Committee should the Board approve the allocations for grade separation projects on September 12. The assumption is that the local jurisdiction project proponents will serve as lead agencies on PA&ED and PS&E activities. SANBAG will be responsible for financial oversight in the expenditure of Measure I funds.

**Financial Impact:** Commits SANBAG to allocating \$12,210,000 of the \$15 million of Valley Major Projects funds previously approved on April 4, 2007, to be repaid by Measure I 2010-2040 Major Streets funds. Terms of the loan will need to be considered at a future meeting of the Major Projects Committee. The evaluation has been conducted under Task No. 11108000.

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on August 15, 2007.

**Responsible Staff:** Steve Smith, Principal Transportation Analyst  
Ryan Graham, Transportation Planning Specialist  
Ty Schuiling, Director of Planning and Programming

**Attachment 1**  
**Criteria Used for Evaluation of Railroad Grade Separation Projects:**

1. Point-based criteria (up to 100 points)
  - a. Existing traffic delay reduction – up to 30 points (hours of delay reduced) – highest scoring project receives 30 points, rest is proportional
  - b. Future traffic delay reduction – up to 30 points (hours of delay reduced) – same scoring as above
  - c. Potential reduction in accidents – up to 10 points (number of accidents over last 10 years) – up to 5 points for total accidents and 5 points for fatal and injury only, highest scoring project in each category receives full 5 points, rest is proportional
  - d. Potential noise reduction – up to 5 points (number of existing dwelling units within ¼ mile radius of crossing multiplied by no. trains per day) – highest scoring project receives all 5 points, rest is proportional
  - e. Potential emission reduction – up to 5 points (annual tons of pollutants reduced through elimination of idling) – highest scoring project receives all 5 points, rest is proportional
  - f. Availability of alternate project development funding – up to 10 points (over-matching beyond fair share receives points) – two points per 10% of funding committed to for project development beyond the development fair share
  - g. Anticipated construction timeline – up to 10 points - qualitative evaluation, with projects having no right-of-way acquisition requirements receiving 5 points and those with no environmental complexities receiving 5 points
2. Other criteria
  - a. Local jurisdiction commitment to fund fair share (funding agreement will contain language that fair share contribution will be provided as project development billing for Measure I dollars occurs – inability to provide fair share disqualifies project, but loans from SANBAG for portion of the fair share may be possible, subject to consideration by the Board in the strategic planning process)
  - b. Geographic balance (to be applied once evaluation results are available)



**Attachment 2. Point Scores for Grade Separation Projects**

	Points for Existing Delay	Points for Future Delay	Points for Accidents	Points for Noise Reduction	Points for Emission Reduction	Avail. Of Alt. Project Devel. Funding	Points for ROW (no ROW issues = 5 points)	Points for Envir. (no Envir. issues = 5 points)	Total	Ranking for SB Valley Projects
<b>Grade Crossing</b>										
<b>Valley Projects</b>										
Valley Blvd.	30.0	9.3	0	5.0	5.0	0	2	5	56.3	3
Main St.	18.9	5.6	0	4.4	3.1	0	3	3	38.0	6
South Milliken Ave.	25.7	10.6	10	0.0	4.3	0	3	3	56.6	2
Vineyard Ave.	20.1	7.9	2	1.0	3.4	0	3	3	40.4	5
South Archibald Ave.	13.1	9.2	4	0.0	2.2	0	4	5	37.5	7
Riverside Ave.	13.7	4.0	0	3.6	2.3	0	2	5	30.6	8
Palm Ave.	19.7	8.5	2	0.0	3.3	0	5	5	43.5	4
Glen Helen Pkwy.	21.0	30.0	2	0.9	3.5	4	3	4	68.4	1
<b>High Desert Projects</b>										
Lenwood Rd.	15.1	10.5	2	1.5	2.5	2	4	3	40.6	
Vista Rd.	26.1	25.2	0	0.3	4.4	4	4	4	67.9	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 6

**Date:** August 15, 2007

**Subject:** The Draft Southern California Consensus Position on the Trade Corridor Improvement Fund (TCIF) in Relation to Freight and Freight-related Air Quality Funding Programs Pursuant to SB 9, SB19, and SB974 (all Lowenthal).

**Recommendation:**\* Approve "Southern California Consensus Position on TCIF Allocation Process" (Attachment 1)

**Background:** Discussion at the statewide TCIF Working Group meeting of the California Transportation Commission at SANBAG on May 18, 2007, resulted in a suggestion from Inland Empire Transportation Coalition members and others, in the presence of Senators Lowenthal and Dutton, that the TCIF and its implementing legislation focus on an allocation process based on corridor plans developed by the stakeholder transportation agencies for each of the California freight movement "corridors" identified in the states Goods Movement Action Plan. These "corridors" include:

- 1) the multimodal freight movement system from the Ports of Los Angeles and Long Beach inland through San Bernardino County to the Nevada and Arizona borders,
- 2) the San Diego-Imperial County international border region,
- 3) the Port of Oakland/Bay Area-to-points-east corridor over the Sierras, and
- 4) the San Joaquin Valley/SR-99 corridor area.

\*

*Approved*  
*Plans and Programs Policy Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

Following the May 18th TCIF meeting in San Bernardino, staff from the stakeholder agencies within the Southern California corridor region (SANBAG, RCTC, the Orange County Transportation Authority (OCTA), the Los Angeles County Metropolitan Transportation Authority (MTA), the Ventura County Transportation Commission (VCTC), the Ports of Los Angeles and Long Beach, the Alameda Corridor Transportation Authority (ACTA), the Alameda Corridor East Construction Authority (ACE), and the Southern California Regional Rail Authority (SCRRA), met to test their ability to reach consensus on the corridor plan approach and to strategize a way forward. In fact, most of the stakeholder agencies had already worked cooperatively on development of the Multi-County Goods Movement Action Plan.

Consensus was easily reached among the staffs of the Southern California stakeholder agencies on two points:

- 1) the Southern California stakeholders should collaborate to maximize, through the legislative provisions of SB9 or criteria developed through the California Transportation Commission, the Southern California Corridor's share of the \$2 billion available through the TCIF. This is consistent with action taken by the SANBAG Board of Directors on July 19, 2007, to "Continue to work with our regional partners to obtain a maximum fair share of TCIF funds for Southern California."
- 2) the Southern California stakeholders support nomination of projects from a system plan developed by the regional stakeholders based on regionally determined criteria consistent with Proposition 1B. This would effectively increase the importance of negotiations among the regional stakeholders for allocation of the Southern California Corridor TCIF funds, and potentially constrain California Transportation Commission discretion.

Materials developed pursuant to these discussions were presented in Oakland at the June 15, 2007 meeting of the statewide TCIF working group, and provided further impetus for the corridor plan basis for TCIF fund allocation now included in SB9. These activities were reflected in agenda materials and discussion on the TCIF provided to SANBAG's Plans and Programs Policy Committee on June 20, 2007, and to the SANBAG Board of Directors on July 11, 2007. Discussions with Senator Lowenthal and Senator Perata on the TCIF suggested that the Southern California Corridor projects could collectively expect at least \$1.2 billion in TCIF funding, while the Southern California stakeholders have continued to evaluate data to justify amounts as high as \$1.6 billion of the \$2 billion total.

In parallel with the TCIF dialogue, work has continued on the \$1 billion Trade Corridor Air Quality Program to be administered by the California Air Resources Board (a component of Proposition 1B addressed by SB19), and collection of container fees by the ports to support freight infrastructure investment or mitigate freight impacts (SB974, Lowenthal). The provisions of SB9 and SB974 will be discussed at the August 8, 2007, meeting of the SANBAG Administrative Committee. SANBAG has a clear role stipulated by both bills in their current form, and those roles, and their fund allocation processes and timelines will be presented at the meeting. A summary follows:

#### **TCIF - SB9 (Lowenthal)**

Project Eligibility. A project will be considered eligible for TCIF if it meets the following conditions:

- Included in a regional transportation plan
- Included in a corridor plan
- Ready for construction by June 2013
- A 1:1 match, with possible exceptions
- An air quality mitigation plan

Project Selection. Projects within each defined corridor will be evaluated and prioritized based on the following:

- Extent to which a project reduces emissions
- Progress towards performance standards
- Sustained mobility and emission reductions
- Cost-benefit ratio – mobility/emission reductions vs cost
- Use of new technologies for freight movement
- Community mitigation

(Note that opportunity may exist to define or modify criteria through the corridor plan itself)

#### Corridor Plan Provisions.

- Developed by affected agencies within a defined corridor
- Southern California Corridor is defined as commencing at the Ports of Los Angeles and Long Beach, extending to the state line
- Other partners within this corridor include Alameda Corridor Transportation Authority, ACE Construction Authority, Caltrans, MTA, OCTA, RCTC, SCAQMD, and the Ports.

(Note, SCRRA is also participating through the consensus group because of concerns for rail capacity)

#### Timeline.

- CTC shall adopt guidelines no later than April 1, 2008
- Guidelines will be available for public review two months prior to adoption

- Guidelines will include the process for agencies to submit proposals for TCIF, selection process, project implementation milestones, standards for the corridor plans and annual reporting standards
- Funding requires state budget appropriation
- Earliest possible availability: July 2008

### **Container Fees - SB974 (Lowenthal)**

#### The Proposal.

- A \$30 fee/Twenty Foot Equivalent Unit (\$60/container)
- Anticipated revenue \$.5 billion in 2009 for Southern California, probably increasing to \$.75 billion in four to five years
- Half of container fees deposited into Southern California Port **Congestion** Relief Trust Fund
- Half of container fees deposited into Southern California Port **Mitigation** Relief Trust Fund
- Infrastructure and Economic Development Bank will manage accounts, have bonding authority

#### Intent and Provisions.

- Intended as a legislative inducement for the ports to collect fees in lieu of SB974. The California Marine and Intermodal Transportation System Advisory Council (CALMITSAC) and the ports are in negotiation at the present time on a voluntary alternative.
- Intent is to improve overall efficiency of goods movement rail system to/from ports
- Places the CTC in charge of project list development and requires that they consult with SANBAG

#### Infrastructure Project Eligibility. **Infrastructure** projects may include:

- Street-to-rail grade separations along ACE
- Colton Crossing grade separation
- Ondock rail infrastructure
- Double-tracking

#### Mitigation program:

- Aims to reduce air pollution caused by the movement of container cargo to/from Ports
- Requires CTC to work with Ports and SCAQMD to develop project list

#### Eligible Mitigation projects not yet specified, but may include:

- The replacement/retrofit of heavy-duty diesel trucks
- The replacement/retrofit of diesel locomotive engines
- The replacement/retrofit of harbor craft

- Mobile/portable shoreside distributed power generation projects
- The replacement of cargo handling equipment
- Electrification infrastructure

Timeline.

- January 2008 - Ports to start development of notification and collection process for container fee, CTC begin to develop project lists
- June 2008 - Ports to notify shippers of \$30 container fee
- September 2008 - CTC to finalize project lists
- January 2009 - Ports to begin assessment of container fee, CTC to receive annual reports from the Ports

In summary, SB 9 focuses on goods movement mobility and emission reductions, and the TCIF pursuant to SB 9 may fund rail capacity, highway capacity, and community mitigation projects (such as grade separations) pursuant to the eligibility requirements summarized above. Container fees pursuant to SB 974 would provide a substantially larger revenue stream to Southern California than the TCIF, and focuses principally on rail infrastructure (including both highway and rail – to- rail grade separations) and air quality improvement related to rail. SB 9's project list will be developed regionally through a corridor plan and could leverage revenues generated by SB 974. SB 974's project list would be developed by the CTC with regional input, but the nomination process is not yet defined. It should be noted that a comprehensive view of potential funding opportunities for the regional freight movement system should also include tolls open dedicated freight facilities and federal sources as well. While discussion of a dedicated federal freight funding program continues, it appears at least as likely that other mechanisms such as private activity bonds and tax credit bonds for revenue-backed projects may represent a preferred approach for the federal government to contribute it share to the construction of regional freight infrastructure. Staff will provide more information on this as desired at the meeting.

The Southern California stakeholders generally agree that the Southern California SB 9 Corridor Plan should be based on the results of the Multi-County Goods Movement Action Plan (McGMAP) which has been developed through a cooperative effort among the County Transportation Commissions, SCAG, the ports, Caltrans, and other stakeholders. It is nearing completion, and its draft project list has served as a starting point for discussion among the regional stakeholders involved in the TCIF process, as well as a means for the stakeholder agencies to compare and evaluate their candidate projects against candidates from other parts of the region. All SANBAG candidate TCIF projects are on the

McGMAP project list. In summary, a very preliminary estimate (that is very subject to revision) on TCIF candidates from throughout the region is as follows:

Ports of LA and Long Beach <sup>4</sup>	\$530 million (TCIF share)
ACTA	\$160 million (TCIF share)
ACE	\$350 million (TCIF share)
LACMTA <sup>2</sup>	\$1.2 billion (total, TCIF share TBD)
OCTA <sup>5</sup>	\$490 million (TCIF share)
RCTC <sup>5</sup>	\$320 million (TCIF share)
SANBAG <sup>1</sup>	\$2 billion (total, TCIF share TBD)
VCTC	\$620 million (total, TCIF share TBD)
SCRRA <sup>3</sup>	\$450 (TCIF share)

<sup>1</sup> SANBAG projects include the Devore IC, I-10 improvements, ACE grade separations, HDC I-15 to SCLA, and SR-58 near Hinkley

<sup>2</sup> LACMTA projects include I-5, I-110, and I-710 improvements

<sup>3</sup> SCRRA projects include track capacity additions and Colton Crossing

<sup>4</sup> Port projects include Gerald Desmond Bridge replacement, on-dock rail, and various freeway improvements

<sup>5</sup> OCTA and RCTC focus on grade separations

Note that some overlap probably exists (i.e., one project nominated by more than one agency) and that input from LACMTA, SANBAG, and VCTC to date reflects total project cost rather than the proposed TCIF share, so that these figures cannot be added at this time to derive a regional total.

Discussion and negotiation on the following critical issues with other regional stakeholders on all candidate projects is expected to begin within the month. Some of these issues include:

- What is the appropriate public versus private share of the funding package, based on private versus public benefit, for each candidate project?
- For projects deemed appropriate to receive a share of public funding, is that funding most appropriately TCIF, other state funding, federal, or local?
- For projects deemed appropriate to be privately funded wholly or in part, are container fees, tolls, private equity, or other revenues most appropriate?
- Are candidate projects scoped appropriately? (Do they provide maximum transportation and air quality benefit? Do they provide maximum community protection?)

These issues should provide the basis for negotiations needed to complete the plan for the Southern California corridor in upcoming months. The SANBAG Board of

Directors has adopted principles that provide substantial guidance in these negotiations. These include:

- Private sector transportation interests should contribute project funding in proportion to the benefit they receive, and
- SANBAG will work collaboratively with its regional partners to ensure that Southern California receives a share of funding that reflects its importance as a national freight gateway

However, the Board may wish to provide additional direction as well. At this time, the requested action is approval of the Southern California Consensus Position on TCIF Allocation Process (Attached).

**Financial Impact:** This item has no direct fiscal impact to the approved Fiscal Year 2007-2008 SANBAG Budget. The strategy chosen by the SANBAG Board of Directors to maximize contributions from the TCIF and container fee programs contemplated by SB 9 and SB 974 could result in significant benefits to infrastructure funding in San Bernardino County.

**Reviewed By:** This item will be reviewed by the Plans and Programs Policy Committee on August 15, 2007.

**Responsible Staff:** Ty Schuiling, Director of Planning and Programming



## **Attachment 1**

### **Southern California Consensus Position on TCIF Allocation Process July 19, 2007**

#### **Preamble**

The staffs of several transportation agencies in Southern California have reached a consensus on a recommended process for allocating \$2 billion in state General Obligation bonds from the Trade Corridors Improvement Fund (TCIF). This is part of \$19.925 billion available through Proposition 1B, which was approved by California voters on November 7, 2006. The following agencies have participated in this discussion.

- Port of Los Angeles (POLA)
- Port of Long Beach (POLB)
- Alameda Corridor Transportation Authority (ACTA)
- Alameda Corridor-East Construction Authority (ACE)
- Riverside County Transportation Commission (RCTC)
- San Bernardino Associated Governments (SANBAG)
- Orange County Transportation Authority (OCTA)
- Los Angeles County Metropolitan Transportation Authority (METRO)
- Ventura County Transportation Commission (VCTC)
- Southern California Regional Rail Authority (SCRRA)

The governing Boards of these agencies have not yet acted on the consensus position.

#### **Consensus Position**

1) There should be an initial allocation of the \$2 billion among the four different regions (called “corridors” in the state Goods Movement Action Plan) based on a weighted average of each region’s share of goods movement activity or impact for calendar year 2006 or the most recent year for which data are available. Suggested measures include:

- Annual waterborne containerized cargo in Twenty-Foot Equivalent Units (TEUs)
- Annual waterborne non-containerized, non-liquid bulk cargo in metric tons
- Vehicle Hours of Delay per Day (VHDD) for all vehicles on state highways (measure of roadway congestion)
- Annual Heavy duty truck miles of travel on state highways
- Freight train miles/day (including Class I and short line railroads)
- Vehicle Hours of Delay per Day (VHDD) for all vehicles at railroad grade crossings
- Population exposed to DPM/NOx health risk (methodology prescribed by CARB)

For each measure, the share that each region bears to the total for the four regions would be calculated. The shares would then be weighted to develop an overall weighted average share that would be applied to the \$2 billion available from the TCIF. This allocation would yield a guaranteed minimum for each of the four regions. This process would ensure geographical nexus and equity, based on objective measurable criteria, in the programming of TCIF funds.

2) Projects would be nominated for funding from a system plan developed by the regional stakeholders based on regionally determined criteria consistent with Proposition 1B. Project priorities and phasing would be determined by the regional stakeholders, and the amount of TCIF recommended for award to each project would be negotiated. Once the candidate list is approved by the regional stakeholders, the list would be forwarded to the California Transportation Commission (CTC) for programming. Projects would have to provide a minimum of 1:1 non-Prop 1B bond match. Construction-related<sup>1</sup> expenditures made after November 7, 2006 shall be credited toward the non-Prop 1B bond match.

3) With respect to project eligibility and selection and the ultimate programming of funds, regions (and the CTC) should not deviate from the six types of goods movement projects approved by the voters in Proposition 1B. The types of projects are clearly identified in Proposition 1B and repeated under the "Programming Objectives" section on pages 5 and 6 of CTC's June 4<sup>th</sup> draft on Programming Framework Alternatives. As approved by the voters, the TCIF was never intended for all types of goods movement projects. The six types of projects specifically approved by the voters are listed below:

- (i) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.
- (ii) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.
- (iii) Projects to enhance the capacity and efficiency of ports.
- (iv) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.
- (v) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.
- (vi) Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

4) CTC staff and Senator Lowenthal's office are considering splitting the program into two phases. It is the consensus position of the above-mentioned Southern California agencies that there is no point in separating the allocations into two phases. It is clear that there will be more than enough candidate projects for the \$2 billion fund

5) It is the consensus of these regional stakeholders that a legislative mandate for a Joint Powers Authority (JPA) is unnecessary given the cooperative approach that now exists to Trade Corridor issues. Furthermore, should it become necessary to form a JPA at a later time, the regional stakeholders believe that existing law already permits it.

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<sup>1</sup> Construction-related expenditures include: ROW acquisition, utility relocation, site remediation, project mitigation, construction, and construction management.

## SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

## SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996